

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

HORRIBLE CATASTROPHE AT CHICAGO.

London, 31st December, 11.40 a.m.

637 DEATHS.

A fire occurred at a matinee performance of the pantomime at the Trophée Theatre, Chicago, a building only one month old. 1,700 people were in the audience, of whom 637 perished. The fire started with the limelight on the stage. Two gas-tanks exploded. The bodies were twelve deep at the foot of the stairways. The temperature was below zero, and every hospital was overcrowded. The stores of Chicago supplied many horses and wagon-loads of blankets and linen.

THE NORTHERN CRISIS.

London, 31st December, 11.40 a.m.

NAVAL PREPARATIONS.

The Russian ships *Kazan* and *Ekaterinoslav*, with 3,000 troops, and stores and ammunition on board, have been recalled from the Black Sea.

The *Times* says that the cruisers *Rurik* and *Moreno* have been bought by Japan.

REUTERS SERVICE.

JAPAN AND RUSSIA.

London, 29th December.

Russia has ordered 1,500,000 lbs. of mutton from Cuddey & Co., South Omaha, and 1,500,000 lbs. from Armour & Co., Kansas City, to be delivered in San Francisco by the end of January.

Reuters Tokyo Agency wires that an extraordinary meeting of the Japanese Privy Council has approved of the issue of Emergency Ordinance. The Council purposes expediting work on the Seoul-Fusan railway and providing possible military expenses for the protection of the railway and other interests.

LATER.

The Russian orders for mutton are part of an order for 3,000,000 lbs. given from Vladivostok to the agent of Getz & Co. Some of the English newspapers are urging the Government to unhesitatingly draw the sword for Japan should war break out, but the majority recommend calm and extreme watchfulness.

A HARD CASE.

A case has just occurred here in which through the unvarnished and unjustifiable interference of a Sikh constable, No. 570, no doubt seeking a little cheap notoriety, an Englishman has been discharged from his position in a very prominent business concern in Hongkong. The facts, as related at the Magistrate's court, are as follows: The gentleman in question was returning home from a party, between 1 and 2 a.m., on Wednesday, and being very tired, he dozed off in the ricksha. He was awakened by feeling a clutch on his shoulder, and on finding himself accosted by a Sikh policeman, said, in Hindustani, "Kunio chor da, tum kuta karna" (which, being interpreted, means simply, "Leave me alone you black crow"). For this, and the accompanying push he gave the Sikh's detaining arm, the gentleman was arrested and charged with assaulting a policeman in the execution of his duty, and using abusive language. The Sikh also stated that other language unfit for publication was used. That finding himself questioned to his surprise, the Sikh who woke him up, he pushed away his arm, and used the expression "You black crow," but no other. Mr. T. Sercombe, with, before whom the case was called, sent a constable to find the ricksha man, and the case was adjourned for his appearance. On being called on, the ricksha-puller said that the gentleman was perfectly sober, did not assault any policeman, and did not appear to be using any bad language. He was quite quiet, and in no way excited, and simply appeared to be tired. He asked why he stopped the gentleman, the constable said, "Because he was asleep in the ricksha." The Magistrate addressed a few, but earnest, words to the Sikh constable, pointing out that it was a most unwarrantable proceeding on his part, and far exceeding his duty to interfere with a man who was going quietly on his way home, who was sober, and doing nothing to anybody. It was no breach of the law for a man to doze in his ricksha on a long ride, and unless he was creating a disturbance he must not be interfered with. It was proved that the gentleman was respectable, and doing no harm to anybody, and the constable had no right to molest him. There was no assault and no abusive language, and the gentleman must of course be discharged. And the constable?

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:— On the 31st at 11.45a. The depression lying over NE. Japan yesterday is slowly moving away over the Pacific. The barometer continues to fall over the China coast owing to the depression lying over N. China. Pressure is highest over W. Japan. Monsoon is interrupted in the North and S. China Channel. Moderate monsoon over the S. China Sea. E. or variable winds, moderate to

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board room. Hon. Dr. J. M. Atkinson presided, and there were also present Hon. W. Chatham, Director of Public Works; Hon. A. W. Lyons, Acting Captain Superintendent of Police; Mr. Fung W. Chun; Mr. Lau Chu Pak; Colonel W. E. Webb, R.A.M.C.; Mr. E. A. Hewett, Mr. A. Ramjahn, Dr. W. W. Pearce, Acting Medical Officer of Health; Dr. B. Barnett, Assistant Medical Officer of Health; and Mr. G. A. Woodcock (Secretary).

EXTERNAL AIR.

Mr. HEWETT put the following questions:— (1) With regard to the discussion which took place at the meeting of the Sanitary Board on the 17th instant as to the definition of "External Air," will the President be good enough to lay before the Board a memorandum showing the difference which exists between the definition as put forward by the Sub-Committee and adopted by the Sanitary Board and that now embodied in the Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance of 1903 (No. 1 of 1903) and passed at the Legislative Council Meeting on the 14th instant?

This information is asked for as the objects and reasons of the amended Bill state a new definition of the expression "External Air" is submitted in order to give effect to the Board's recommendation.

(2) With regard to the above amended Ordinance, will the President be good enough to explain to the Board the exact meaning of the definition of "External Air" as shown in Sub-section No. 26 of Part I?

The SECRETARY read the replies as follows:—

(1) The Public Health and Buildings Amendment Ordinance definition of external air differs from the Board's definition of external air in the following respects:—(1) The Public Health and Buildings Amendment Ordinance definition requires the open space in all cases, to be 13 feet wide and to extend parallel to the building for at least 5 feet. (2) The Board's definition allows an open space which extends along the side of existing and new buildings to count if it extends three-fifths of the depth of the building and is 12 feet wide. (3) The Board's definition allows a street 8 feet wide in front of an existing building and an open space which extends continuously along the side of the building and is 8 feet wide to count as external air. The attached diagrams will explain clearly the differences between the two definitions. (Diagrams laid on the table.)

(2) This question is answered by Diagram A. (Diagram laid on the table.)

POWERS OF SANITARY INSPECTORS. Mr. RAMJAHN asked the following questions:—

(1) With reference to the answer given at the last meeting to my question No. 4, will the Vice-President be pleased to quote the Section (if any) in the Public Health and Buildings Ordinance No. 1 of 1903, under which he, as the Building Authority, is empowered to authorise Sanitary Inspectors to enter and inspect domestic buildings for the purpose of ascertaining the existence or otherwise of "building nuisances"? (2) Will the Secretary be pleased to state under which of the provisions of the Public Health and Buildings Ordinance, No. 1 of 1903, or under what authority, notices for the abatement of "building nuisances" are being made out in the office of the Sanitary Board instead of the office of the Building Authority? (3) Will the Secretary be pleased to state under what authority or standing order (if any) Sanitary Inspectors are engaged in serving notices for the abatement of "building nuisances" and in attending the Police Court to prove the existence of such nuisances, on behalf of the Building Authority?

The SECRETARY read the answers as follows:—

(1) Section 227 of Ordinance 1 of 1903. (2 and 3) No authority is required for the making out of notices or for the service of such. The making out and serving of notices by the Sanitary Department are inter-departmental arrangements. Under Ordinance 13 of 1901 there were many matters dealt with by the Sanitary Board's officers which on the passing of the present Ordinance were transferred from the Public Health section of the Ordinance (Part II) to the Building section (Part III). When it was discovered that the Board had no power to take action with regard to many matters—e.g., backyards, window or a, cubicles—with which it had previously concerned itself and to which the sanitary inspectors all along had been giving their attention as being part of their routine work, it became necessary to come to some agreement with the Building Authority on this matter. It was decided that the sanitary inspectors should still continue to inspect their districts in the same manner as before but that the legal notices with regard to any nuisances reported by the inspectors should be issued under the hand of the Building Authority.

EXTERNAL AIR.

Hon. Mr. POLLOCK had given notice that he would ask the following questions of the Vice-President:—

(1) Will you state how many houses (approximately) there are in the City of Victoria? Will you also state how many houses (approximately) in the City of Victoria will require exemption by the Governor in Council, under the definition of "external air" which appears in Section 2 of Ordinance No. 23 of 1903? Will you also state how many houses

(approximately) in the City of Victoria have windows fronting on lanes which are less than 13 feet in width?

(2) Is it not the fact that the dimension of 13 feet was inserted in the definition of "external air" in Ordinance 1 of 1903 because there was a mistaken impression that every third house would be pulled down and would thus enable every cubicle to be lighted by lateral windows opening into a space thirteen feet wide? If you contend that the above is not the fact, will you, please, state how the said dimension of 13 feet came to be fixed upon in the said definition, and will you also please refer me to any speech, document, or paper, in support of your contention?

The VICE-PRESIDENT—Before replying to the questions, sir, I would just state that I am here as an ordinary member of the Board, and no member of this Board has any right to give notice of questions to me in the form in which these have been given notice of here. At the same time I hope I shall always be found willing to impart any information that may be in my power to members of this Board in connection with matters that may be within the purview of the Board. With regard to question No. 1, according to the M.O.H.'s report for 1902, there are 9,040 houses in the city. I am quite unable to answer the second part of the question. As regards this part a statement of narrow lanes is contained in appendix 9A of the Insanitary Properties Commission's report, 1893. It shows about 807 houses as fronting on lanes under 13 feet in width, and of these about 232 front on lanes of 12 feet in width or over. These figures have probably undergone modification since the report was published as, under the Building Act of 1889, houses fronting on private lanes had to be set back at least 7½ feet from the centre line of the lane upon reconstruction, and doubtless some of the houses included in the statement have been reconstructed. As regards question No. 2, Public Health and Buildings Ordinance, "External Air": the original Public Health and Buildings Bill was dated 1902, and was read a first time 7th July, 1902. Section 149 in it contained the following:—"For the purposes of the four foregoing sections the expression external air" shall mean a clear and unobstructed space extending the whole length of the wall in which such window or windows have been made, and of a width throughout of not less than one-third of the height of such wall. There was no provision of any kind as to a modification of the above requirement being made in any case. The above Bill was withdrawn on the 6th November, 1902, never having got beyond the first reading on account of the Governor's (Sir Henry Blake's) return to the Colony soon after that event. On the same date, 6th November, 1902, an amended Bill was read a first time. In it "External Air" appears among the definitions (Section 6) and is defined as a clear and unobstructed open space of a width throughout of not less than 13 feet. The amended Bill also contained the following proviso to Section 152:—"Provided that, in the case of existing buildings, the Governor in Council shall have power in special cases to modify the requirements of this section in respect to the external air. The words "upon such conditions, if any, as may be deemed expedient" were subsequently added, otherwise the definition and proviso passed through the Legislative Council.

Speaking from memory the dimension of 13 feet was arrived at in this way. Most of the ordinary Chinese houses are three stories in height. The height of a three-storied house is about 40 feet and one-third of this is about 13 feet. Instead, therefore, of leaving the definition as it originally stood, namely, one-third of the height of the wall, the width of the open space constituting external air was fixed at 13 feet. This was regarded as singular and more definite whilst practically, giving effect to the intention of the original definition. It was recognised that dimension would about cover the provision of these spaces at the sides of ordinary Chinese houses if an intermediate house were demolished in whole or part, but in case it did not the power of modification was inserted. There is no speech, document, or paper, so far as I am aware, leaving out the above statement, as the matter was settled at a conference held at Government House in October, 1902.

The PRESIDENT—With reference to the Vice-President's remarks concerning the form in which these questions have been put, I think the members would be more in order if in future questions were put to the President. Then I shall endeavour, myself or from any other source available, to give the information asked for.

OFFENSIVE LATRINE.

On the motion of Mr. HEWETT, seconded by Mr. LAU CHU PAK, it was agreed to recommend the Government to resume the block at 2, Gough Street, in which a latrine is placed.

EXEMPTIONS.

Exemptions were granted in respect of 31' First Street, for the provision of a backyard; for the provision of open spaces in respect of certain houses on Kowloon Island Lots 1989, 1091, 1092 and 1093; from the provision of open spaces in respect of Nos. 48 and 58 Des Voeux Road Central; and from the provision of full open spaces for Nos. 2 to 7, Star Street.

MARKET ACCOMMODATION.

Further correspondence was submitted relative to the application for the removal of a licence to sell fresh pork at No. 18, West Street. Mr. Ramjahn moved:—"It must be admitted that market accommodations are not sufficiently provided for the needs of the Colony, hence prices of food are ever on the increase. The more licences are granted there would be a greater chance to lower down the prices."

The PRESIDENT said he understood the applicant wanted the licence only until China New Year.

The application was granted on those conditions.

LIMEWASHING.

The limewashing returns for the fortnight ended 22nd December showed that 771 houses in the Western District had been cleaned.

RAT RETURN.

The rat return showed that during the fortnight ended 23rd December 792 rats were destroyed; of these 9 were found to be infected.

WATER ANALYSIS.

Mr. Frank Brown's report on his analysis of the public water supplies for December showed that he had found the water to be of excellent quality.

WELLS TO BE CLOSED.

The PRESIDENT said it would be remembered that at last meeting the question had been considered of closing two wells, one on K.I. 1, 1092 and the other at Man Lam garden, and the matter was adjourned in order that the Medical Officer of Health might furnish further particulars. These had been obtained. In some time I hope I shall always be found willing to impart any information that may be in my power to members of this Board in connection with matters that may be within the purview of the Board. With regard to question No. 1, according to the M.O.H.'s report for 1902, there are 9,040 houses in the city. I am quite unable to answer the second part of the question. As regards this part a statement of narrow lanes is contained in appendix 9A of the Insanitary Properties Commission's report, 1893. It shows about 807 houses as fronting on lanes under 13 feet in width, and of these about 232 front on lanes of 12 feet in width or over. These figures have probably undergone modification since the report was published as, under the Building Act of 1889, houses fronting on private lanes had to be set back at least 7½ feet from the centre line of the lane upon reconstruction, and doubtless some of the houses included in the statement have been reconstructed. As regards question No. 2, Public Health and Buildings Ordinance, "External Air": the original Public Health and Buildings Bill was dated 1902, and was read a first time 7th July, 1902. Section 149 in it contained the following:—"For the purposes of the four foregoing sections the expression external air" shall mean a clear and unobstructed space extending the whole length of the wall in which such window or windows have been made, and of a width throughout of not less than one-third of the height of such wall. There was no provision of any kind as to a modification of the above requirement being made in any case. The above Bill was withdrawn on the 6th November, 1902, never having got beyond the first reading on account of the Governor's (Sir Henry Blake's) return to the Colony soon after that event. On the same date, 6th November, 1902, an amended Bill was read a first time. In it "External Air" appears among the definitions (Section 6) and is defined as a clear and unobstructed open space of a width throughout of not less than 13 feet. The amended Bill also contained the following proviso to Section 152:—"Provided that, in the case of existing buildings, the Governor in Council shall have power in special cases to modify the requirements of this section in respect to the external air. The words "upon such conditions, if any, as may be deemed expedient" were subsequently added, otherwise the definition and proviso passed through the Legislative Council.

This was all the public business.

NEW YEAR GREETINGS.

The PRESIDENT—As this is the last time on which the Board will meet this year I wish you all a happy and prosperous New Year. (Applause.)

AMENDING THE PUBLIC HEALTH BUILDINGS ORDINANCE.

The Board afterwards sat in committee to consider the report of the sub-committee appointed to consider what amendments appear advisable in the Public Health and Buildings Bill.

SUPREME COURT.

Thursday, 31st December.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUNISHMENT JUDGE).

CHARTER-PARTY CLAIM. The Hansatische Dampfer Compagnie sued Messrs. Wo Fat Sing & Co. for \$384.14, being the balance of the hire of the plaintiff's steamer *Emma Layken* under a charter-party dated 11th March, 1903. Mr. H. G. Gedge, of Messrs. Johnson, Stokes and Master, solicitors, appeared for the plaintiff. Defendants were absent. The *Emma Layken* was chartered by the defendants for \$6,500 per month, and after various payments on account the amount now due remained outstanding. His Lordship gave judgment for the plaintiffs with costs.

SEAMEN'S MISSION, HONGKONG.

The Annual Tea and Meeting of this society was held on Wednesday evening, the 31st ult., in the Seamen's Institute, Kowloon. The proceedings commenced with a sumptuous tea of which some 200 men of the Naval and merchant services partook. Subsequently the annual meeting was held in the upper room, and Rear-Admiral Robinson made his first public appearance since his appointment to that rank. Needless to say, he received a very hearty reception from the sailors present. The choir, under the direction of Mr. H. E. Pollock, sang a number of Christmas carols in a very effective manner, under the direction of Mr. H. Sykes, Hon. Organist of St. Peter's Church. Solos were sung by Miss Golding, Mrs. Brown, Miss Cissie Low, Mr. R. Piercy, and a recitation from *Three Men in a Boat* was given by the Hon. H. E. Pollock in such a manner as to call forth the frequent applause of the audience. Amongst those on the platform were the Revs. F. Leely, R.N., G. Moore, R.N., G. Bunbury, R.N., J. Southern, and J. Jenkins. The Chairman (Admiral Robinson) read a letter from the Bishop of Victoria, expressing his great regret at not being able to be present.

The report of the work accomplished during the past year was read by the Rev. T. Wright. Owing to the latter having been single-handed for the greater part of the year, the statistical returns in some departments were not quite so favourable as in the previous year. Still a great amount of work had been done thanks to many generous and self-sacrificing assistance from lay helpers of both sexes. The congregations had been well maintained throughout the year. The Mission Launch Day-party had been kept away in the work of visitation and in conveying men to and from the services, concerts, temperance meetings, &c. Over 100 temperance men had been enrolled. Good work had been done in the prison amongst the seafarers there, and a large number of parcels of reading matter placed on board outward-bound ships. Attention was drawn to the great need of a new institute for sailors on the Hongkong side of the water, where men on leave would be able to refresh mind, body, and spirit. The present accommodation was inadequate to meet the requirements of the seafaring community, at certain times of the year more especially. The Kowloon Institute had been doing steady work during the year and was likely to be able to meet all the needs on the mainland for many years to come. It is now under new management and is likely to be a centre of much usefulness during the coming year.

Amongst those who addressed the meeting subsequently were the Hon. H. E. Pollock, K.C., Rev. C. Moore, Rev. J. France, and Admiral Robinson. The latter, in a very speech, emphasised the need of enlarged accommodation for the seafaring community, and thought, if some of our local magnates were approached and the need pointed out to them, the matter would soon come within the realm of practical politics.

He drew attention to the fact that Hongkong owes everything to shipping, and consequently a duty lay upon it to do everything possible for the sailor who brings it its wealth and power. The Hon. H. E. Pollock also spoke on the same subject, and urged it upon the friends of the sailor, as did also the Rev. J. France. The Secretary (Rev. J. H. France), in a most speech proposed a very hearty vote of thanks to Admiral Robinson, who had made an excellent chairman, and congratulated him in the name of the sailors of Hongkong on his well-deserved promotion. The proposition was seconded by Rev. T. Wright, and three ringing cheers testified to the popularity of Admiral Robinson. His breezy bonhomie contributed greatly to the success of the gathering, and when the benediction had been pronounced by the Rev. J. Leely all felt that they had spent a most enjoyable evening.

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Owing to the Great Increase in the Furniture Business of Messrs. ACHES & CO., we are requested by them to Resum Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

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POLICE COURT.

Thursday, 31st December.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

STABBING AFFRAY. Alex. Sheehan, a sailor belonging to the American steamer *Queen Mary*, was charged with stabbing and wounding one Ching Wong, a shoemaker, working and residing at 182 Wellington Street, at 7.30 p.m. on Wednesday. The complainant, called on Wednesday, stated that at about 7.30 p.m. on Wednesday he was in his shop, selling shoes. The defendant came in with a naked knife in his hand, and, leaning over the counter, stabbed the complainant in the neck on the right side. The complainant put up his hand to ward off a second blow, when his fingers were cut by the knife produced in court. There was no quarrel, and the defendant did not say why he cut the complainant. The complainant went to the hospital, where his wounds were dressed, the doctor stating that they were not serious.

J. Radcliffe, P.C. 122, of No. 8 station, deposed that hearing a policeman's whistle he went to 192, Wellington Street, at about 8 p.m. on Wednesday. He there found the defendant standing in the doorway, brandishing the knife produced. He was badly drunk, and, indeed, seemed mad with drink. He fell down flat at a station while being charged. He did not faint, but appeared to be in a fainting condition. Ching Ching Ke, shoemaker, also of 192, Wellington Street, gave evidence corroborative of that of the complainant.

The defendant, when called upon, said he had been drinking. He had no recollection of the affray, and had no witnesses. He was an American citizen, born in Pennsylvania. His Welshman said that it was evident that the man was drunk with drink, but as that did not justify his going about slashing people with a knife he, the defendant, must go to hard labour for two months.

THEFT OF KEROSENE. Ho Kwai Sing, a coolie, walked into the Government store godown, and calmly appropriated a tin of kerosene oil, valued at \$1.60, the property of the Crown. For this act he was sentenced to 2 months' hard labour.

DISOBEYING A BANNISHMENT ORDER. Wong Kwai was banished from the Colony some months ago, the order against him being "perpetual banishment." Not appreciating the meaning of the term "perpetual," he again paid a visit to Hongkong, only to be arrested, and yesterday his Worship sent him to 12 months' hard labour, with 6 hours in the stocks.

ILLEGAL POSSESSION OF OIL. The case in which Un Kwong, a marine store-keeper, of Wing On Street, was charged with being in possession of 150 piculs of oil, valued at \$700, was called on and adjourned for further evidence.

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[2312-2]

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Hongkong, 6th November, 1903. [2324]

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NEW ADVERTISEMENTS

Die öffentlichen Verordnungen des Kaiserlichen Deutschen Konsulats zu Canton werden während des Jahres 1904 durch die "Hongkong Daily Press" und nach Belieben durch den "Ostasiatischen Lloyd" veröffentlicht.

Canton, den 31. December 1903.

Kaiserliches Konsulat.

NOTICE.

THE PARTNERSHIP between Mr. JOHN HASTINGS and Mr. JOHN HASTINGS, having been dissolved by mutual agreement, the business carried on under the firm name of DEACON LOCKER and DEACON, VICTOR H. DEACON, 10, Queen's Road, Hongkong, 1st January, 1904.

NOTICE.

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"THALES." Captain Robson, will be despatched for the above ports on SUNDAY, the 3rd January, at DAYLIGHT.

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FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship "RADENIA." Captain Roden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 31st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th January will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 5th January, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE. Hongkong Office. Hongkong, 31st December, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S.N. Co.'s Steamship "PALERMO." FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Wharfedale, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day, the 31st inst.

Goods not cleared by the 6th prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

NEW ADVERTISEMENTS

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAISE.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with the Australian line s.s. "Caledonia," bound for MARSEILLE via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 11th January. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 1st January, 1904.

CHINA NAVIGATION CO., LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

from 1st January, 1904.

Also Reduced Fares to MANILA and RETURN.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON-CARRIERS.

BUTTERFIELD & SWIRE, Agents. Hongkong, 1st January, 1904.

SEND

Additions and Corrections for the DIRECTORY AND CHRONICLE

TO-DAY.

Hongkong, 31st December, 1903.

LADIES' DIRECTORY.

THE Publishers would be glad to receive ADDITIONS AND CHANGES OF ADDRESS TO-DAY or TO-MORROW.

DAILY PRESS OFFICE. Hongkong, 1st January, 1904.

NEW YEAR EXCURSION TO MACAO.

THE S.S. "WING CHAI" will run an excursion trip to Macao TO-DAY (NEW YEAR'S DAY), starting from Hongkong at 5.30 A.M., and returning at 7.30 P.M.

MING ON & CO. Hongkong, 29th December, 1903.

NEW YEAR HOLIDAYS.

IN accordance with the provisions of Ordinance No. 8 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (FRIDAY) and TO-MORROW (SATURDAY), the 1st and 2nd JANUARY, 1904, respectively.

Hongkong, 30th December, 1903.

THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAYS.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (FRIDAY) and TO-MORROW (SATURDAY), the 1st and 2nd JANUARY, respectively.

By Order, A. R. LOWE, Secretary. Hongkong, 31st December, 1903.

WANTED.

A EUROPEAN NURSE, to travel with a Lady and Gentleman and take charge of a Child seven months old.

For further particulars, apply to Mrs. JOHN WHALLEY, Care of Peak Hotel. Hongkong, 29th December, 1903.

WANTED.

BY an Englishman, COMFORTABLE BOARD AND LODGING with a respectable European family (NOT BOARDING HOUSE) in a healthy part of Hongkong.

Reply, stating terms, etc., to—"K. 29," Hongkong, 31st December, 1903.

WANTED.

FURNISHED ROOM; Central District preferred, with or without Board. Apply—

M. G., Care of Daily Press Office. Hongkong, 31st December, 1903.

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTON'S KOWLOON STORE, No. 36, Elgin Road, Price 15 cents per copy cash. Hongkong, 22nd December, 1903.

E. A. HEWETT, Superintendent. Hongkong, 31st December, 1903.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY. ESTABLISHED 1836.

INCOME 1902 £ 2,731,301

TOTAL ASSETS AS PER BALANCE SHEET 1902 10,773,237

TOTAL CLAIMS PAID 41,331,183

* POLICIES issued by—

Wm. MEYERINK & CO., Agents. Hongkong, 1st January, 1904.

ENTERTAINMENT

THEATRE ROYAL.

HILL'S WORLD'S

ENTERTAINERS

will give a

SPECIAL MATINEE PERFORMANCE.

TO-DAY (FRIDAY) AFTERNOON

(New Year's Day), at 3 o'clock.

Prices... \$2 and \$1

Children half-price.

ANOTHER CHANGE OF PROGRAMME.

Great Success of the Best Combination of Talent ever seen in the East.

EVERY NIGHT AT THE THEATRE

ROYAL.

Plan of reserved seats at ROBINSON'S.

Prices... \$3, \$2 and \$1

Hongkong, 31st December, 1903.

MUSIC.

RAPID Tuition given on the BANJO,

MANDOLIN, SPANISH GUITAR,

VIOLIN, &c. Terms moderate.

L. A. DE GRACA,

58, Peel Street, or

Care of Daily Press Office.

Hongkong, 11th August, 1903.

DANCING.

MRS. DONALDSON (Daughter of

Professor F. F. WALLACE, of Ros-

mount Dancing Academy, Glasgow) has

pleasure in advertising a SECOND BEGIN-

NERS' CLASS to open in the CITY HALL

shortly.

Practice twice weekly... Fee \$10 a month.

Address—

51, WONG-NEI-CHONG ROAD.

Hongkong, 1st January, 1904.

IN THE SUPREME COURT OF

HONGKONG.

IN THE MATTER OF THE ESTATE

of GUILHERMINA GARCIA

late of Victoria, in the Colony of

Hongkong, widow, deceased.

NOTICE IS HEREBY GIVEN that the

Court has, by virtue of Section 58 of

Ordinance No. 3 of 1897, made an Order limit-

ing to the 28th day of JANUARY, 1904, for

presenting in Claims against the above estate.

All Creditors are hereby required to send

their Claims to the undersigned before the said

date.

Dated this 27th day of November, 1903.

SETH, Official Administrator

3308]

NOTICE.

THE date of Closing of Entries for the

FORTHCOMING RACES has been

POSTPONED from the 9th JANUARY to

SATURDAY, 16th.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 28th December, 1903.

VIEWS OF HONGKONG

ON

ILLUSTRATED POST CARDS

Coloured, White-Away Cards, &c.,

For Sale at GRACA & CO.'s Stall at

Hongkong Hotel Corridor.

Used and Unused Foreign and Colonial

POSTAGE STAMPS

in Sets, Packets or Single. King Edward VII

Albums. Catalogues, Hinges, &c., &c.

Inspection invited.

Hongkong, 12th June, 1903.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.

On and after the 1st January, 1904, commencing

with s.s. "COROMANDEL" from

Shanghai on 12th January, and Hongkong on

16th January, the Passage Rates will be by

Mail steamers—

First Saloon Second Saloon

To London £65 £44

To Marseilles £61 £42

To Brindisi £61

Return tickets are issued at a fare and a half

available for 2 years.

The proposed sailings are—

Departure from Hongkong Connecting at Colombo

S.S. Coronandel January 16th S.S. Himalaya

S.S. Bengal January 30th S.S. India

S.S. Malta February 13th S.S. Moldavia

S.S. Chusan February 27th S.S. Arcadia

S.S. Ballarat March 12th S.S. Australia

S.S. Commanche March 26th S.S. Oceania

S.S. Simla April 9th S.S. Mongolia

S.S. Bengal April 23rd S.S. China

S.S. Malta May 7th S.S. Himalaya

S.S. Chusan May 21st S.S. Marmora

Good accommodation can be arranged, on

booking in the connecting steamers at Colombo,

which now include the new steamers Moldavia,

Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers

are now: To London 1st Saloon £50, 2nd Saloon

£35.

Return tickets available for 2 years can now

be issued at a fare and a half.

When these steamers call at Marseilles,

tickets can be issued to that port at £46 First

Saloon £33 Second Saloon.

E. A. HEWETT, Superintendent.

Hongkong, 9th December, 1903.

CHEONG SHING

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND

PONGEE SILK.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL

(Opposite Messrs. C. J. GAUFF & Co.).

Hongkong, 18th May, 1903.

INSURANCES

AACHEN AND MUNICH FIRE IN-

SURANCE CO.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BRÖCKELMANN & CO.,

Agents. Hongkong, 21st April, 1897.

THE WESTERN ASSURANCE COM-

PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £265,719

Total Losses Paid... £6,769,240

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

WM. MEYERINK & CO.,

Agents. Hongkong, 15th May, 1903.

PHENIX FIRE OFFICE.

SHIPPING.

ARRIVALS.
Dec. 30, NANNIAN, British str., 1299, E. F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

DEPARTURES.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

VESSLS IN DOCK.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

VESSLS PASSED ANJEL.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

VESSLS ON THE BERTH.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

THE H.A.L. Steamship.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

THE HAMBURG-AMERIKA LINE.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.
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Dec. 31, BANGKOK, German str., 1237, F. Bradley & Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & HAMBURG	FLINTSHIRE	Brit. str.	J. M. Haffner	SHAW, TOMES & CO.	4th inst.
LONDON & HAMBURG	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	4th inst.
LONDON & HAMBURG	CEYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	4th inst.
LONDON & HAMBURG	GLORFARG	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	NESTOR	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	KINTUCK	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	MONTE	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	YANOTSE	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	DARDANUS	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	ANNAM	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	YANOTSE	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	KLAUSCHOU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	AMERICA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	WURZBURG	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	AMERICA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	KERUN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	SAVOIA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	VINDOBONA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	H. LERCH	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	HIMERA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	NUBIA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	SHER	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	H. OF CHINA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	ANATHAN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	PERSEUS	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	INDRA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	INDRAVELLI	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	AUSTRALIAN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	NIKKO MARU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	TAIYUAN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	PERALMO	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	BALENA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	ALBIA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	TAIYUAN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	SULLBERG	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	KANNU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	LOONGMOON	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	VALERIE	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	ANPING MARU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	DAIGI MARU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	MAIDZURU MARU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	HAIMUN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	THALES	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	ZAP-BO	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	ROHILLA MARU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	SUNGKANG	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	RUBI	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	TAIYUAN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	SHAWMUT	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	TIENSIN	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	KINSHU MARU	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.
LONDON & HAMBURG	ISCHIA	Brit. str.	Holman	McKENNOR BROS. & CO.	4th inst.

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin, Hankow, and Shanghai.)

THE Steamship

"LOONGMOON"

Captain F. Scholz, will be despatched for the above port TO-MORROW, the 2nd January, at 3 P.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 31st December, 1903. 3600

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG"

Captain Holman, will be despatched as above on SATURDAY, the 9th January.

For Freight or Passage, apply to

McKENNOR BROS. & CO., Agents.

Hongkong, 18th December, 1903. 348

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1904.

"SIKH" ... 12th Jan.

"SAGAMI" ... 26th Jan.

"AFRIDI" ... 9th Feb.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 22nd December, 1903. 1125

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEB, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRONO and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Maganzini, will be despatched as above on TUESDAY, the 12th January, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 30th December, 1903. 14

FOR ODESSA VIA BOMBAY.

THE Russian Steamer

"HERMANN LERCH"

will be despatched as above on or about FRIDAY, the 15th January.

For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 24th December, 1903. 3533

HONGKONG-MACAO LINE.

SS. "WING CHAI"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion days, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 2.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$2. 3rd Class \$1.

On Excursion days, Return Ticket \$3. Return Ticket \$2. Return Ticket \$1.

Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sunday \$3 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

WING ON & CO., Agents.

2nd Floor, 18, Victoria Street.

Hongkong 6th September, 1903. 171

TOYO KISEN KAISHA

MANILA

LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship

Captain

Tons

Sailing Date.

"ROHILLA MARU" ... Ernest Bent ... 3860 ... Saturday, 2nd January, at 11 A.M.

"ROSETTA MARU" ... H. S. Smith ... 3876 ... Saturday, 9th January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. MATSUDA, Acting Manager.

Hongkong, 30th December, 1903. 478

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS

LEAVING

TUESDAY, 5th January

TUESDAY, 12th January

SUNDAY, 3rd January

SUNDAY, 10th January

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3, Des Voeux Road Central.

Hongkong, 30th December, 1903. T. ARIMA, Manager. 115

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND

SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

Tons

CAPTAIN

TO SAIL ON

January 25, 1904

February 13, 1904

March 15, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th December, 1903. 114

HAMBURG-AMERIKA LINE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS

SAILING DATES

NEW YORK, VIA SUEZ ... On 5th Jan. Freight.

ROTTERDAM AND HAMBURG ... On 10th Jan. Freight & Passengers.

(Calling at Singapore) ... On 15th Jan. Freight.

HAYRE, BREMEN AND HAMBURG ... On 28th Jan. Freight & Passengers.

(Calling at Singapore and Penang) ... On 6th Feb. Freight.

HAYRE AND HAMBURG ... On 6th Feb. Freight.

(Calling at Singapore and Colombo) ... On 6th Feb. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

POST OFFICE NOTICES.

Letters and Post Cards are now received for transmission to Europe via the Trans Siberian Railway, and should be marked accordingly. No printed matter can be accepted. Unpaid or underpaid correspondence cannot be forwarded. The Rates of Postage by this route will be the same as at present via the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the fast Russian Boat from Shanghai to Dalny which leaves Shanghai every Sunday.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hongkong	Friday, 1st Jan., 7.30 A.M.
Macao	Hongkong	Friday, 1st Jan., 9.00 A.M.
Canton	Hongkong	Friday, 1st Jan., 9.00 A.M.
Shanghai, Chemulpo, Dairen and Port Arthur	Hongkong	Friday, 1st Jan., 9.00 A.M.
Shanghai	Hongkong	Friday, 1st Jan., 9.00 A.M.
Kobe, Yokohama, and San Francisco	Hongkong	Friday, 1st Jan., 9.00 A.M.
Nagasaki	Hongkong	Friday, 1st Jan., 9.00 A.M.
San Francisco	Hongkong	Friday, 1st Jan., 9.00 A.M.
Macao	Hongkong	Friday, 1st Jan., 9.00 A.M.
Shanghai	Hongkong	Friday, 1st Jan., 9.00 A.M.
Swatow	Hongkong	Friday, 1st Jan., 9.00 A.M.

Canton	Hongkong	Satur., 2nd Jan., 7.30 P.M.
Macao	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Canton	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Shanghai, Chemulpo, Dairen and Port Arthur	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Shanghai	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Kobe, Yokohama, and San Francisco	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Nagasaki	Hongkong	Satur., 2nd Jan., 9.00 A.M.
San Francisco	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Macao	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Shanghai	Hongkong	Satur., 2nd Jan., 9.00 A.M.
Swatow	Hongkong	Satur., 2nd Jan., 9.00 A.M.

Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.

Letters posted in the Peak Tramway Station Pillar Box up to 8 a.m. will be included in this contract mail.

Canton	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Macao	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Canton	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Shanghai, Chemulpo, Dairen and Port Arthur	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Shanghai	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Kobe, Yokohama, and San Francisco	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Nagasaki	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
San Francisco	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Macao	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Shanghai	Hongkong	Sunday, 3rd Jan., 9.00 A.M.
Swatow	Hongkong	Sunday, 3rd Jan., 9.00 A.M.

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The steamer *Arratoon* from Calcutta left Singapore for this port on the 30th ult., p.m.

The Russian steamer *Henan* left Vladivostok on the 30th ult., p.m., for this port, and is expected here on the 8th inst.

The Boston Tow Boat Co.'s steamer *Lyra* arrived at Yokohama on the 19th ult.

The Boston Steamship Co.'s steamer *Wyperic* left Victoria for Yokohama and the usual ports on the 8th ult.

The C.P.B. steamer *Athenian* left Vancouver on the 14th ult., p.m., for Hongkong, via the usual ports of call.

The C.C. steamer *Lathian* left Portland on the 18th ult. for Moji and Hongkong.

The P. & A. steamer *Indravelli* left Portland on the 18th ult., via Japan ports, and may be expected here on the 19th inst.

The Boston Steamship Co.'s steamer *Shuwent* left Victoria for Yokohama, Kobe, Hongkong and Manila on the 25th ult., and may be expected here on the 28th inst.

ARRIVALS AT HOME.

Dec. 11th—*Brigantia*, Samba. 15th—*Austral*, 18th—*Glenariff*, 20th—*Jaca*, 22nd—*Indravelli*, 24th—*F. Ferdinand*, 25th—*Shanghai*, 26th—*F. Ferdinand*, 27th—*Shanghai*, 28th—*Shanghai*, 29th—*Shanghai*.

PASSENGERS.

ARRIVED.

Per *Daiji* from Amoy, Mr. J. McDowell.

Per *Hailong* from Swatow, Mr. and Mrs. Cattaneo, Capt. Hogg and Light, and Lieut. Radcliffe.

DEPARTED.

Per *Chingtu* for Manila and Australian ports, Mrs. V. Calverley, Mrs. J. Walker, Misses F. Johnston, M. Spoor, and Leathwood, Capt. R. Jones, Messrs. L. A. Wells, M. Obatake, A. Magalhães, A. Bull, R. Glendinning, S. S. Stevens, D. Irving, J. Macpherson, A. White, T. Dillway, and A. C. Zaitch.

Per *Kuifong* for Manila, Mr. and Mrs. C. D. Aiton, Messrs. C. J. O'Sullivan, F. J. Brown, A. G. Speir, J. T. Westwell, J. Felton, J. Roe, E. Langley, S. Reid, M. Tapia, A. Soriano, G. Verdier, and J. Sale.

STOCKS.	No. of Shares.	Issue Paid Up.	Last Dividend.	Closing Quotations.
BANKS.				
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	300 div. at 1/8 = \$18.00 per share for 1st half year ended 30/6/1903
National Bank of China, Ltd.	28,010 A	\$10	\$10	31 1/2 per share = \$196 1/2
Do. Founders' Shares	750 Edm.	\$1	\$1	None
MARINE INSURANCES.				
Union Ins. Society, Ltd.	10,000	\$250	\$100	60 p. ct. = \$30 for 1901
China Traders' Ins. Co., Ltd.	24,000	\$83.33	\$25	10 p. ct. for 1901 = \$24.00
North China Ins. Co., Ltd.	5,000	\$100	\$25	50 p. ct. = \$25 for 1901
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$50	12 1/2 p. ct. for 1901 = \$10.00
Canton Ins. Office, Ltd.	10,000	\$250	\$50	10 p. ct. for 1901 = \$10.00
FIRE INSURANCES.				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	22 1/2 p. ct. for 1901 = \$18.00
China Fire Ins. Co., Ltd.	20,000	\$100	\$50	10 p. ct. for 1901 = \$10.00
SHIPPING.				
Hongkong, Canton, and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 30/6/1903
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	5 p. ct. for 1902 = \$3.00
China & Manila S. S. Co., Ltd.	30,000	\$50	\$50	10 p. ct. for 1901 = \$10.00
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	5 p. ct. for year ending 30/6/1903
Star Ferry Co., Limited	20,000	\$10	\$10	12 p. ct. for year ended 30/4/03
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	10 p. ct. for 1901 = \$10.00
REVENUES.				
China Sugar Refining Company, Limited	20,000	\$100	\$100	Fin. of 7 p. ct. making in all 12 p. ct. for 1901
Luzon Sugar Refg. Co., Ltd.	7,000	\$100	\$100	\$3 for 1901
MINING.				
Fanjun Mining Co., Ltd.	60,000	\$11	\$11	None
Do. Preference	30,000	\$1	\$1	None
Société Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	Fin. div. of 30 p. ct. on account of 1902
Jeleing Mining & Processing Company, Ltd.	10,000	\$1	\$1	31/7/94 (coupon 1/2)
Ramb. Australian Gold Mining Co., Limited	200,000	\$1	\$1	1 p. share = 48 cts., 12th dividend
DOCKS, WHARVES, & C.				
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	12 p. ct. for half year 30/6/1903
Hongkong and Kowloon Wharf & Dock Co., Ltd.	30,000	\$50	\$50	Interim of \$2 1/2 per share for 1903
New Amoy Dock Co., Ltd.	6,000	\$84	\$84	\$2 1/2 for 1902
S.C. Farman, Boyd & Co., Ltd.	55,700	\$100	\$100	8 p. ct. final div.
LANDS, HOTELS & BUILDINGS.				
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Interim of 90 p. ct. share for 1903
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$230 per share for 1902
West Point B. Co., Ltd.	12,500	\$50	\$50	Interim of \$1.50 per share for 1903
Hongkong Hotel Co., Ltd.	12,000	\$50	\$50	12 p. ct. for half year ended 30/6/1903
Humphreys Estate & Fin. Company, Limited	100,000	\$10	\$10	90 p. ct. per share for 1902
COTTON MILLS.				
Ewo Cotton Spinning and Weaving Co., Limited	20,000	\$10	\$10	31 p. ct. for period ending 31/10/97
International Cotton Mfg. Company, Limited	10,000	\$10	\$10	3 p. ct. on account of 1903
Laou-tung-mow Cotton Spinning and Weaving Company, Limited	8,000	\$10	\$10	4 p. ct. on account of 1903
Soy Chee Cotton Spn. Co., Ltd.	2,000	\$10	\$10	4 p. ct. for period ending 31/12/97
Hongkong Cotton Spn. Co., Ltd.	125,000	\$10	\$10	Fin. of 6 p. ct. making in all 12 p. ct. for 1903
Wing Yee and Dyung Company, Limited	125,000	\$10	\$10	Fin. of 6 p. ct. making in all 12 p. ct. for 1903
MISCELLANEOUS.				
Shanghai Investment Co., Ltd.	20,000	\$50	\$50	None
Green Island Cement Co., Ltd.	100,000	\$10	\$10	12 p. ct. for 1902
China-Tientsin Cement Co., Ltd.	60,000	\$12	\$12	First year
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Interim of 50 cts. on account of 1903
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	90 cents year 30/4/03
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	10 p. ct. div. & 1 p. ct. bonus for 1901
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	20 p. ct. for 1902
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1902
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Interim of 84 p. ct. share for 1903
Hk. High-Level Tramways Company, Limited	1,250	\$100	\$100	\$18 for year ended 30/11/1902
Hk. Steam Water-boat Co., Limited	7,500	\$10	\$10	Final of 6 p. ct. making in all 12 p. ct. for year 30/6/03
Dairy Farm Company, Ltd.	10,000	\$71	\$71	14 p. ct. year ended 31/7/03
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	25 p. ct. for 1902
Bell's Asbestos (Bazooka) Agency, Limited	8,004	12/6	12/6	None
United Asbestos Oriental Agency, Limited	9,900 only.	\$10	\$10	10 p. ct. p. share for 1903
Tobacco Planting Co., Ltd.	100 shares.	\$5	\$5	None
China Provident Loan and Mortgage Co., (Ind.)	200,000	\$10	\$10	10 p. ct. for 1902
Wing Yee and Dyung Company, Limited	10,000	\$10	\$10	None
The China Light & Power Company, Limited	15,000	\$10	\$10	None
William Powell, Limited	12,000	\$10	\$10	10 p. ct. for year ending 30/6/1903
Shanghai Hongkong Dyeing & Cleaning Co., Ltd.	1,200	\$50	\$50	First Year
Campbell, Moore & Co., Ltd.	7,000	\$10	\$10	None
China Provident Loan and Mortgage Co., (Ind.)	200,000	\$10	\$10	25 p. ct. for year ended 30/6/00
Wing Yee and Dyung Company, Limited	10,000	\$10	\$10	None
The China Light & Power Company, Limited	15,000	\$10	\$10	None
William Powell, Limited	12,000	\$10	\$10	10 p. ct. for year ending 30/6/1903

JOINT STOCK SHARES.

Hongkong, 31st December.

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Hongkong, 31st December.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.

S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.

S.S. "FATSHAN," 2,260 tons, Captain A. W. Dixon.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 2,860 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted) and at 5.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 a.m. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. THE CHINA NAVIGATION CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.

S.S. "NANNING," 569 tons, Captain C. Butchart.

S.S. "TAK BING," 618 tons, Captain B. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

Star Special—The finest of all "Peg" WHISKIES at \$13.00

5 Star Liqueur—Exquisite, best in the World for Club or Private use at \$22.00

Stop drinking rank, smoky stuff, because "it comes through the SODA."

Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & CO.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 30th DECEMBER, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.
Vladivostok	2 p.	29.83	18	—	W 1
Nemuro	2 p.	29.25	—	—	W 8
Hakodate	2 p.	29.58	—	—	W 8
Tokyo	2 p.	29.82	—	—	W 8
Kobe	2 p.	30.03	—	—	W 8
Nagasaki	2 p.	30.19	—	—	N 4
Kagoshima	2 p.	30.15	—	—	W 6
Oshima	2 p.	30.16	—	—	N 6
Naha	2 p.	30.13	—	—	N 2
Ishigakijima	2 p.	30.13	—	—	N 5
Taihu	2 p.	30.06	—	—	NW 2
Tainan	2 p.	30.06	—	—	N 2
Koshu	2 p.	30.07	—	—	NE 6
Pescadore	2 p.	30.11	—	—	NE 10
Weihaiwei	2 p.	30.02	—	—	SW 4
Gutzlaff	2 p.	30.05	47	65	SW 2
Sharp Peak	2 p.	30.17	53	76	E 3
Amoy	2 p.	30.19	62	82	E 2
Swatow	2 p.	30.13	63	—	E 2
Canton	2 p.	30.09	59	58	E 3
Victoria Peak	2 p.	30.08	—	—	E 1
Gap Rock	2 p.	30.08	—	—	ENE 4
Macao	2 p.	30.10	61	—	ENE 1
Hatphong	2 p.	30.07	65	—	E 1
Manila	2 p.	29.93	65	66	—
Macold	2 p.	29.75	81	—	ENE 4
Shanghai	2 p.	29.80	85	—	N 1
C. S. J. Jones	2 p.	—	—	—	—

HOTELS

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful garden. It is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hongkong. Bowling Alleys and Billiards. The Cuisine is excellent.

JAS. W. OSBORNE.

THOMAS' HOTEL.

A FIRST-CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

RATES VERY MODERATE.

For Particulars, apply to—

THE MANAGER.

Hongkong, 17th November, 1903. [1971]

NEW "HOTEL AMERICA" New

(Late German Club Building).

High Class Private Hotel.

No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable.

Hongkong, 5th December, 1903. [3364]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL in Macao. Beautifully situated in a Grande next to Government House. Telegraphic Address: "Internacional"

Apply to—

THE MANAGER

Hongkong, 4th October, 1902.

HONGKONG TIDE TABLE.

From 31st December, to the 6th January.

High Water.	Low Water.
Mean Time.	Mean Time.
31st Dec.	1st Jan.
1st Jan.	2nd Jan.
2nd Jan.	3rd Jan.
3rd Jan.	4th Jan.
4th Jan.	5th Jan.
5th Jan.	6th Jan.

HONGKONG TIDE TABLE.

From 31st December, to the 6th January.

HONGKONG TIDE TABLE.

From 31st December, to the 6th January.

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